



Highway Department Launches \$7,000,000 Construction Program

Governor Edge Authorizes Department to Proceed With Pending Construction

Upon authorization from Governor Edge eight major highway projects, among the first in the nation to be undertaken in the reconversion program, have been or will be in the near future advertised for bids and construction commenced as soon as possible.

These projects will be built entirely with State funds by transferring the present State balances in the matched Federal-State highway account back to purely State construction. In this way these projects can be undertaken during the remainder of the construction season.

Three of the eight projects have already been advertised for bids. These are:

Reconstruction of the Route 25 traffic circle at Camden to provide grade separations and eliminate cross traffic at a cost of \$610,000.

Completion of Route 35 bridge over NY&EB Railroad at Morgan to cost \$80,000.

Widening of the underpass of the Erie Railroad on Route 4, Bergen County, to eliminate a bad bottleneck, at a cost of \$230,000.

The five remaining projects for which bids will be advertised in the near future are:

Widening of Route 25 from the Elizabeth-Newark line to Port Street into a six-lane road with two express lanes and construction of several grade separations at traffic intersections, costing \$2,275,000.

Repeating of eight-tenths of a mile of Route 4N, Norwood Avenue in Deal at a cost of \$100,000.

Relocation, paving and construction of a bridge on 2.8 miles of Route 23, Lebanon to White House in Hunterdon County at a cost of \$400,000.

Paving and relocation of 2.1 miles of Route 28 from White House to Fiddlers Elbow in Hunterdon and Somerset Counties, at a cost of \$200,000.

Relocation, grading and paving of 3.1 miles of Route S31 from Branchville to Ross Corner in Sussex County, at a cost of \$400,000.

This construction, which represents an estimated expenditure of \$4,295,000, will be the last remaining highway work that will be undertaken during the present construction season and will provide large-scale employment in areas where there is a substantial volume of unemployment.

It will be noted with interest that two of the projects listed above are located on Route No. 25, the greatly overburdened artery between New York and Philadelphia. While these proposed improvements will alleviate traffic congestion to some extent, it is hoped that the final answer will be found in the eventual construction of Route No. 100, the proposed trans-state express highway. An artist's rendering of this proposed route is re-produced below.

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Department Cited For War Service

Official recognition of the State Highway Department's service in behalf of Civilian Defense was given recently when those who coordinated the Department's activities in this field were recipients of citations from Mr. William A. Wachenfeld, Civilian Defense Director. Among those honored were Commissioner Miller, Mr. E. V. Connett, Supt. of Maintenance Alex W. Muir, and Supervisor of Maintenance John J. Stanley.

The Department's part in the State-Wide Civilian Defense Program was extremely "hush-hush" during the war, but with the cessation of hostilities the details of the comprehensive set-up reveal that the governing authorities of New Jersey had left little to chance and were prepared to meet any emergency.

Post-War Construction—A Challenge

The coming of V.-J.-Day has brought rejoicing the world round to all lovers of liberty. But it has also brought great responsibilities upon all the United Nations in the reconversion from war to peace.

While America's cities and industries are unscathed by any bombs, her task of economic restoration to a peacetime basis is second to none. For her burdens are both domestic and international. With a colossal Federal Debt of three hundred billion dollars, with the mightiest military machine and war plant ever assembled to be demobilized in record time, there are vast human needs of devastated and impoverished people on two continents dependent largely upon the United States for help. It is an adage that war creates more problems than it solves. Surely this global conflict has compounded problem upon problem until they loom large and staggering.

Yet America will face the tasks of peace with the same resolution with which she faced the war crisis. It will bear its burdens, great as they are. But these burdens must be shared. A great portion of this burden must rest upon the Federal Government, especially with our aid abroad. But there are other and increasing burdens which must rest squarely upon the State to speed reconversion back to peace. One of the first of these tasks is to insure that men who return from the Armed Forces and are demobilized from War plants to their homes are provided with jobs.

The major burden for providing jobs in a free economy rests upon private industry. But there is a burden that rests squarely on government during the transition period from a war to peacetime economy. Government, both Federal and State, has a responsibility to provide short-time employment opportunities in public works until such time as private industry can provide long-time employment opportunities for those who are willing and able to work. Public works can never provide jobs for all. They can provide employment for many workers in the construction industry and thereby aid in the stabilization of the whole economy.

In normal times construction is a barometer of economic conditions. When construction is up there is general prosperity; when it is down there is economic distress. Taken together private and public construction provide between 10 and 15 percent of the national income. Of all new construction work, public works constitute approximately 33 percent. They provide jobs both on and off the site. For every million dollars of public expenditure, there are 329,000 man-hours of work provided on the site and 476,000 man-hours in the production, processing and transportation of materials off the site.

During the war new highways have not been constructed and old highways have been inadequately maintained due to the war priorities. Now, however, priorities have

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Attention Servicemen

Due to the rapid movement of servicemen these days and the subsequent difficulty of reaching them at former addresses, it is most important that each change of address be forwarded to the Highway Department so that you will continue to receive THE HIGHWAY with a minimum of delay.

Many of our airmail deliveries are being returned for want of better addresses and this is a condition that you can help to remedy. You are therefore urged to cooperate fully to the extent of sending all changes of address as follows:

If you are a salaried employee you should send them to James Martin, State Highway Dept., Trenton, N. J.

If you are an hourly employee send them to Clyde Case, State Highway Dept., Trenton, N. J.

Keep your Department advised of your whereabouts and continue to receive THE HIGHWAY on schedule.

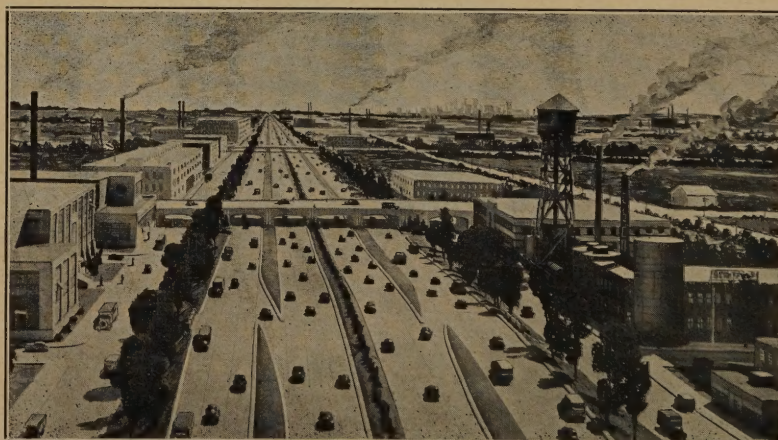
8 Bowling Teams Face Starter in Highway League

Rivalry Renewed for Third Consecutive Year

Anxious to renew the keen competition of former years, eight teams making up the State Highway Bowling League formerly opened their third year of spirited play at the Curtis Alleys on Friday, Sept. 14th.

John Rochford of the Equipment Division has been elected president of the league for the current season and Edward McCabe of the same division will act

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Artist's rendering of proposed Route No. 100 which will act as a relief for present Route 25. The section of highway depicted above shows this route through a highly industrialized section of North Jersey. The marginal service roads shown will be constructed on the right of way as the commercial and industrial needs of a district demand such refinement.

Suggestion Leads To Redesign of Approach Slab

Many times a suggestion is made that contains the germ of an idea which with refinement has considerable value. Such was the case with the suggestion of Maintenance Foreman Charles Weller, of Hightstown, who, as the result of his experience in mudjacking approach slabs to bridges, conceived



CHARLES WELLER

the idea of redesigning these members in such a manner as to withstand the tension developed when approach slabs were being raised by the mudjacking process.

The Suggestion Com. while hesitant to accept the slab design presented by Foreman Weller without further research, recognized the fundamental merit of the suggestion and was instrumental in having Acting State Highway Engineer C. F. Bedwell appoint a committee for the purpose of investigating new design possibilities.

This Committee, composed of F. D. Woodruff of the Maintenance Division, L. C. Petersen of the Bridge Division, William Van Breen of Survey and Plans, and H. D. Robbins of the Construction Division, redesigned the present bridge approach slab in such manner that it is felt all future construction will now withstand any tension developed by mudjacking as well as traffic impact.

Despite the fact that the Design Committee worked long and hard on this matter, full credit goes to

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Difficult Repairs Undertaken at Lopatcong Creek

Bridge on 24-28 Connecting Link Severely Damaged By Cloudburst

Repairs to the Lopatcong Creek Bridge on the Route 24-28 Connecting Link between Still Valley and Phillipsburg, Warren County, severely damaged during the cloudburst in that area on Monday, July 9th, are underway. The photographs on page 4 illustrate well the extent of the damage and the problem faced in its repair.

Built in 1938, the Lopatcong Creek Bridge was a 3 span concrete box rigid frame structure of 36 feet, carrying an earth fill of 18 feet to the road level. The original stream bed was approximately 7.2 feet below the underside of the bridge roof and inasmuch as the structure bridged a comparatively quiet stream, the bridge was believed to be safe for years.

On July 9th a cloudburst occurred in the hills of Warren County and the placid stream became a raging torrent. The flow of water was so swift and severe that the

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THE HIGHWAY

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Announcement

The Suggestion Committee invites you to submit a poster that will aid in encouraging more employees to contribute their ideas to the Suggestion Plan.

THE PROBLEM: It is desired to supplement the announcements appearing in The Highway with a pictorial appeal to all employees urging them to submit their ideas for improving any phase of our work or procedure.

Poster designs should, in a broad manner, combine pictorial and word appeal so that they arrest attention and arouse interest in the plan; to the end that a person viewing a poster may feel an impulse to act and submit a suggestion, however small. Just how this may be achieved is left to the skill and imagination of the designer.

DETAILED CONSIDERATIONS: Posters shall be drawn with black ink on a white drawing board such as Illustration, Whatman, Edco or equivalent. Finished size shall be 12"x18" with a border line not less than 3/4".

Finished posters shall be delivered to the office of Mr. E. V. Connett in the State House Annex not later than Friday, Dec. 14th. Your full name and address must appear on the back of the poster covered with an opaque gummed paper. You may submit more than one entry.

JUDGING: All entries shall be judged by Commissioner Spencer Miller, Jr., assisted by a competent jury, selecting those designs likely to stimulate a maximum of interest in the Suggestion Plan. Announcement of the accepted design will be made at the Christmas meeting, at which time the original drawings will be on display in the Commission room.

Designs may be reserved for exhibition or publication and will be returned in a reasonable time. The winning design will be printed for Department use.

Post-War Construction—A Challenge

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been lifted; restrictions have been removed and the energies and resources of the Department can be released for a new construction and reconstruction program for the future.

For three years the State Highway Department has been planning against the day of the war's end and the commencement of highway reconstruction. For three years its Engineers have been giving their thought to ways in which a comprehensive highway system could be built to more adequately serve tomorrow's needs. For three years it has been appraising past performances for both virtues and defects. Now the war is over! Governor Edge has authorized the State Highway Department to commence this Fall to put under contract projects totalling between four and five million dollars. Significantly enough all of these projects are to be financed by moneys appropriated by the State of New Jersey. No Federal Aid is asked. This will facilitate prompt action. Before the end of the construction season this Fall it is hoped that a number of these projects will already be started and all can be completed in 1946.

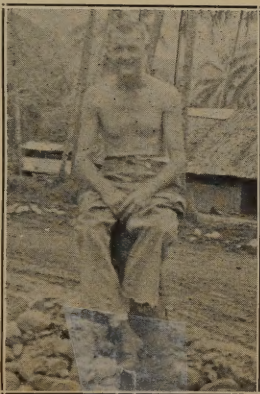
For the members of the Highway Department then the coming of V. J.-Day means that we move from the relatively inactive planning stages of war into the active construction phases of the transitional period to peace. It will be a challenge to every employee of the Highway Department to demonstrate that the Department which has proved its capacity to plan can again prove its capacity to build. We shall need legislative appropriation, we shall need Federal Aid, but above all we shall need the will to move forward together as a team. We can demonstrate our capacity to build an even finer system of highways than we have built in the past and to render an even higher service to the citizens of the State than ever before.

Spencer Miller, Jr.

Highway Honor Roll



News from Our Men In the Service



HENRY F. TULLY

Henry F. Tully, of Keansburg, has returned to duty with the Maintenance Division following his honorable discharge from military service. Henry was inducted on March 24, 1941, and after training in this country was sent overseas to the Pacific area in March, 1942. As a member of the 814th M. P. Company, he saw service in Australia, New Guinea, and New Caledonia. His discharge indicates him to be the holder of the American Defense Medal, the Good Conduct Ribbon, and the Asiatic-Pacific Ribbon with two bronze stars. It's good to have you back, Henry.



PFC. CHARLES BERZ

Pfc. Charles Berz, of Hightstown, returned to work recently in Foreman Yannut's maintenance crew after over three years' service in the U. S. Army. Charlie was inducted at Fort Dix in June, 1942, and saw service in this country and overseas with the 384th Port Bn. and the 187th M. P. Company. He received his training at Fort Bragg and was sent overseas from New York to Casablanca, arriving there in November, 1942. After one and a half years' service in Africa he moved on into Italy and saw duty in Rome, Naples and Leghorn. On his return trip he shipped out of Naples to Newport, Va. and was honorably discharged at his original point of induction, Fort Dix, on August 14th. He returned to work on September 17th and we are glad to welcome him back.

Calise on Destroyer

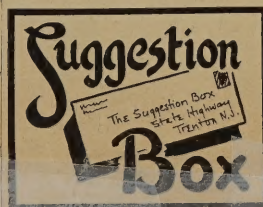
Tony Calise, who prior to his enlistment in the U. S. Navy in September, 1942, worked in one of the Passaic County Maintenance crews, writes us an interesting letter from Pearl Harbor. Tony was assigned to the destroyer U.S.S. Gleaves way back in October, 1942, and to quote Tony he is still aboard "the same old can." A news release which accompanied Tony's letter gives an interesting account of the Gleaves combat history and in part reads:

"The destroyer USS GLEAVES, crack veteran of the Mediterranean theater of war, sailed into Pacific waters for the final blows against Japan with a record of eleven enemy ships sunk or damaged and thirty short bombardments, gained in four years of Atlantic service.

"During her months of duty in the Atlantic and Mediterranean, the Gleaves fought her way undamaged through more than one hundred air raids and from under enemy gunfire twenty-five times. She also was credited with the destruction of one enemy Submarine and at least one Aircraft. For this record the destroyer has been recommended for a high naval award by Commander Destroyers Eighth Fleet."

Tony informs us that his present rating is Boatswain Mate 2/c, but he hopes it will be Civilian 1/c soon.

Pfc. Albert A. Allen, formerly employed in the maintenance crew under Foreman William F. Pinkerton, Monmouth County, has returned to this country after 27 months' service overseas in the African and European theatres with the 261st Inf. Regt., 91st Division. He is at present enjoying a furlough at home with his mother at Spring Lake.



SUGGESTIONS that grow out of experiences are often of great value. Gov. Harry F. Kelly of Michigan had an experience that pointed the way to something better.

GOVERNOR KELLY who had lost a leg in World War I observed that World War II had produced 125,000 amputees, 5% of which were double amputees. He lost little time in telling a group of automobile men that they should find a way for disabled service men to operate their cars. The governor's suggestion was acted upon immediately by automotive engineers and orthopedic specialists, who developed the simplified steering gear for amputee veterans.

THIRTY SEVEN VETERANS at Walter Reed hospital who have lost a leg or arm have been licensed thus far to drive automobiles, and according to the men who gave them their tests, it would be a fine thing if all applicants could handle a car as well as these soldiers.

HIGHWAY DEPARTMENT suggestions often grow out of work experiences and may contribute to safety or the saving of lives. Suggestion No. 230 submitted by Joseph Martine of Bellville and Lawrence Hock of Ridgefield, both employed in the Electrical Division, will lead to the eventual removal of car tracks on the Route 3 Secaucus bridge, as a safety measure.

MOTOR VEHICLE records plus Departmental experiences indicate that many accidents originating in a skid have occurred at this site; and that the removal of these rails will definitely reduce this hazard and it is hoped, save lives.

Approach Slab

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Mr. Weller who first recognized the need for this slab redesign.

It is hoped that Foreman Weller's experience will prove an incentive and stimulate the submission of more suggestions, particularly from those who may have valuable ideas in mind but refrain from giving voice to them because they may feel a lack of technical knowledge to carry their ideas through to completion. Just as in Foreman Weller's case, you can depend upon full cooperation in working out your idea.

Back from Europe



MAJOR HERMAN MEURY

Major Herman Meury, former maintenance inspector, returned to this country recently on an emergency furlough. Major Meury, who was attached to the 530th Quartermaster Bn. in support of General Patch's 7th Army, and the 1st French Army, flew back from Paris, arriving in the States September 5th. He stopped in at the Maintenance Office recently and it was observed that his European Theater Service Ribbon was adorned with four battle stars and the D-Day Invasion Insignia. Major Meury is now a casual officer at Fort Dix, unassigned.

Foreman's Assc. Offers Bond Prize For Suggestions

John S. Taylor, President of the Highway Foreman's Association announces that his organization will present a \$25.00 War Bond to the Department employee submitting the suggestion judged most meritorious during the year 1945. Presentation of the award will be made at the annual Christmas Party of the Highway Department.

The Foreman's Association thus joins two other Departmental Organizations—The Ten Year Club and the Bridge Division Club—in cooperating with the Suggestion Committee by providing tangible rewards for suggestors.

This action on the part of the Foreman's Association indicates an alert interest in Departmental progress and is most commendable.



"By George, that settles it, hand me a suggestion blank."

Hunterdon Crops

We heard the other day of an author who moved on a farm in Hunterdon County, because he thought it would be a good place to write. When an inquiring neighbor asked, between spurts of tobacco juice, what crops the stranger intended to raise. Said author was momentarily stumped. Then he happened to recall what his wife had said about the city being no place to bring up children.

"I'm going to raise children," he said brightly.

The farmer spat meditatively. "Around here, he said, "We look on that as a side line."

PLANNING SURVEY

JOHN CHRISTIANO

Because most of the Planning Survey personnel were out in the field or on vacation we were unable to report any activity in the Department for the past two months.

Maury Radis and Larry Kavanaugh have been loaned to the Department to help out in the Survey of Vehicle Operations, which is being conducted in conjunction with the Federal Government. We are also using about 70 or 80 temporary employees (mostly veterans along with a few housewives). For a good many years the reporter of this column was glad to go to work to escape the good woman but, just as at home, these working housewives give us no rest.

Innumerable conferences and lectures are keeping Vince Berberich, our Engineer-in-Charge, very busy these days. Joe Natale is also a busy man, as he is in charge of field operations.

Tony Amabile and Charlie Freeman, teamed up with Louise Becker, are compiling the Loadometer "info," while Ed Stract and Yours Truly are partners in checking the Loadometer Record Sheets.

Al Maspoli received his first news from relatives in Switzerland since the war.

Esther Petti is pinch-hitting as the boss' secretary while Florence Franke is on vacation.

Lillian Russo is happy about news from her sailor husband. But speaking of being happy, Johnny Annucci is hopelessly so. He walked the "straight and narrow" with a Brooklyn lass on September 23rd. This office wishes you lots of luck, Johnny.

Florence Bustamante is deep in building plans. She intends to build a little love nest now that the war is over. Don't forget to include a bar in the cellar, Florence, just in case.

Senor Delgado vacationed at Ocean Grove resting... and maybe thinking.

Hervey, Doane, our counsellor and father confessor, has that faraway look in his eyes these days. What are you dreaming of, Hervey? Montana?

Charlie Freeman states that not having received any challenges he is compelled to officially disband his invincible softball team.

Three cheers to our former co-worker Walter Yucho, Private Yucho to us now, who has changed his uniform from blue to khaki. Walter is at present stationed at Camp Cralborne, Louisiana, and, believe it or not, rather likes this man's army.

Two occupants of this office, who wish to remain anonymous would like to inject an item or two about our pleasing editor, without his knowledge. Johnny's son, who is in the United States Air Corps, just reported back to camp after a month's furlough. He had been in the European Theatre of Operation during the major campaign battles. By the way, Johnny has a new song these days, called the "Laundromat Blues." Ask him why he sings it.

LABORATORY LINES

Norm Schaller

Bill Ryan's daughter Mary now answers to Mrs. Lewis Molnar. The ceremony took place at the Blessed Sacrament Church on Sept. 1. Mary has returned to work after spending a honeymoon at the Delaware Water Gap.

Steve Druzbacky who has been on leave of absence from the Lab doing war work came back with us on Sept. 17.

The Lab extends a heartfelt "Welcome Home" to her returning veterans and looks anxiously forward to the time when all her boys will be back in the fold.

George Goeller stopped in the Lab with a great big smile and sporting a civilian suit with his discharge button shining on his

Administration Division

Arthur Egan

That beautiful Irish Setter on the Cover of the September Issue of "Sports Afield" is the property of Welling Howell, son of Mr. and Mrs. Marvin L. Howell. The dog, whose name is "Sham," has been a model for several paintings by W. W. Calvert, a Bucks County Artist.

Corporal Kermit Bonner, just back from Europe, visited the Department the other day. Caught in the famous Belgium Bulge, he related some of his experiences in his usual humorous manner and makes serious and hazardous incidents seem trivial.

Bill Ward, Bill Cramer and your reporter recently did a baseball marathon, sitting through 25 innings at Shibe Park. The 16-inning nightcap was a thriller and made the effort well worth while. Late in the game in answer to an inquiry as to the inning, Bill Cramer replied that it was the 14th inning which reminded him that it was time to wind his watch. This prompted Bill Ward to ask if he only wound his watch in the 14th inning.

Bob Cranmer, son of Mr. and Mrs. Paul F. Cranmer, is now a member of the U. S. Army. He is doing his basic training at Camp Croft, S. C.

Ann Louise Downs, daughter of Mr. and Mrs. Edward A. Downs, has entered Drexel College, Philadelphia. After finishing high school in June, Miss Downs was employed for the summer months by the army at Fort Dix.

Mr. and Mrs. Charles Kuhn, Sr., were thrilled to hear their son Charles, Jr., calling from Camp Kilmer. Mary and is looking forward to a 30-day furlough with his family.

Pvt. Bob Fleming ran into a piece of good luck when the Army transferred him from Sheppard Field, Texas, to an assignment at Fort Dix.

Viola Gallagher is sporting a beautiful pair of heirloom diamond earrings. We understand they are permanent fixtures, Viola having had her ears pierced to hold the rings.

No sooner does John Egan get one show out of the way, than pops another. We understand his favorite actress Joan (Marinka) Roberts is to be the big star in a new show called "Slightly Perfect."

Chatter: New York had a thorough going over by Paymaster and Mrs. Byron Beans during their week's vacation spent there...

Cliff Wear is enjoying a vacation at the shore... Mildred Friedman has moved to her recently purchased handsome stone house on Spring St. From Germany comes word from Sgt. Jack Maley to wife Evelyn to hold all Xmas packages because he may be on his way home soon... John Moore was ill with a severe cold and sinus condition... Sarah Shulman spent her vacation up around Phillipsburg and Easton and along the Iron Valley... We have heard from most of our boys in the service recently with the exception of Sol Banfanti... Beatrice Samachson was a New York visitor during her vacation... Clyde Case joined his family for a week's vacation at their Gifford Park Bungalow... Eileen Logan has her fingers crossed hoping that husband Bob may be home from the So. Pacific shortly... Paymaster Edward McCardell is on a week's vacation... We understand that Ed and Ernie Birch saw a lot of the Trenton Fair.

coat lapel. George returns to the Lab on Nov. 1.

Eddie Baumann has received his discharge from the Army and will be back in the fold Oct. 1.

Jean Anderson is all aglow these days. Jean received a telephone call from her husband from the Hawaiian Islands and its just a question of waiting for a boat to come home.

John Henry has returned from his vacation looking very fit. John spent some time with his brothers in Newark and New York.

ELECTRICAL FLASHES

John Kilpatrick

What with the excitement of V-J and complete victory, the Electrical Division had news a-plenty of its own this past month. The arrival of Carl R. Henry on August 22 was a pleasant surprise to those of us at the home office. Congratulations to the Henry's upon their newest tax exemption.

Last month we reported the expected arrival of Lorraine Bañnerman's one and only, and just to prove that she wasn't jesting about making up for lost time, "Junior" became Mrs. C. J. Drechsler, Jr., on August 25 at All Saints Chapel, Trinity Cathedral. We extend our heartiest congratulations to the young couple and are hopeful that the Mrs. will return to her alma mater very soon.

Charles Stecker arrived one morning wearing a very proud expression much to everyone's curiosity. We finally learned that his son, Captain Robert Stecker of the 7th Air Force had been awarded the Bronze Star for gallantry. Bob has spent three years in the Pacific Area and is now stationed at Wright Field, Dayton, Ohio.

Another member of the home office had the place in a dither awaiting the arrival of his namesake, namely one Chet Anderson, Sr. Chet Jr., finally made it, however, after having spent 32 months in the Pacific as a member of the 1st Division Marine Corps. Chet was the recipient of the Purple Heart on two occasions.

Another follow-up from last month—Al Wright, Sr., is now a bona-fide father-in-law. Al is very happy about reaching the father-in-law category and hopes it won't be long before he can welcome home his new family.

Among the vacationists lately returned to work are Joe Hunt, Frank Wood, Andrew Leaver, Frank Harris and Johnnie Kilpatrick. Did you have a good time boys???

Here it is the month of September so to all those who are celebrating their birthday's under the sign of Virgo we'd just like to say "Happy Birthday."

Here's to Arthur J. Cadell, George A. Carrigan, James Durkin, John W. Eades, William J. Kerwin, Armand Innocenzi, Laurence Hock, George R. Goldy, Joseph Riley, Richard W. Prickett, Nicholas J. Ostwald, William McDaniel, Richard Yentsch, Douglas Wadsworth, Donald D. Thompson and George W. Seniff.

8 Bowling Teams

(Continued from page 1)

as vice-president. Earl Storer will serve as treasurer.

After two weeks competition, the League Standing is as follows:

| | Won | Lost | Pct. |
|----------------------|-----|------|------|
| Electrical | 6 | 0 | 1000 |
| Administration | 3 | 0 | 1000 |
| Maintenance Painters | 4 | 2 | 667 |
| Equipment | 2 | 1 | 667 |
| Machine Shop | 3 | 3 | 500 |
| Equipment Office | 2 | 4 | 333 |
| Inspection | 1 | 5 | 167 |
| Fernwood Guards | 0 | 6 | 000 |

Captains of the teams are as follows: Equipment, Tim Brennen; Painters, Harvey Butterfoss; Elec-

LAND AND LEGAL

ED DRAKE

Vacations are in vogue. Vince Rebeck recently returned from Ocean City, Ann Manion from the Poconos, Ed Drake from Long Branch, John Watt from Ocean City, Jim Laffan from Atlantic City, Frank Skillman from Rangeley, Maine, Herman Kramer also returned.

We welcome Roger Sherman as a member of our Negotiating Department, transferred from Survey & Plans. Best of luck in your new field of endeavor Roger.

Russ Johnson reports that his son, Bill, has been assigned to duty on the new destroyer "Cone," just recently commissioned at the Brooklyn Navy Yard. He is now on a six weeks' cruise to the West Indies.

Keep in mind for the holiday season that Russ Johnson and Frank Skillman have each had a batch of roosters cazoned.

BRIDGE BRIEFS

Arthur Lichtenberg



JOHN PATRICK

Construction Comments

Fred C. Claus

Several of the "Boys" at Montclair Office have been vacationing—

Howard Rigby spent several days at Saranac Inn at Saranac Lake—had a good time except for some car trouble—better buy a new car soon Howard.

John A. Whitehead came back from the shore two shades lighter than a Senegalese.

Herby Englishman took a week off and came back looking a little more worn—don't work so hard around the house Herb.

Our mascot of Montclair, Harold Kettlewood's "Maggie" the goat is now in need of better housing facilities—we are open for offers or suggestions.

Our own Mike Ritchie is also vacationing—have a good time Mike but don't go near the water.

Dick Waugh is on the sick list—we hope to see you well again and soon. Don't forget the mosquitoes at Rutherford Meadows will miss you.

Tony Marino and his field party are sojourning at the Newark Office for a time—giving some assistance for our much needed postwar program, making surveys on the much talked of Route 100.

Elmer Pintorelli; Guards, Elmer Pintorelli; Inspectors, Henry Brackel; Arthur Nelson, Office; Andrew Vollman, Machine Shop, Jimmy Walter, Admin.

Bowling will continue every Friday night until next Spring and it is hoped that a large turnout of Highwaymen will follow their favorite teams. President Rochford is most interested in having additional bowlers try out for league competition and says that league rules permit a man to bowl with any team regardless of his particular place of employment as long as he is not already signed with one of the teams at the time the season opens.

LAND AND LEGAL

ED DRAKE

Grover Brown is back on regular routine after having been laid up with a broken leg for several months. Keep out of the path of large women, Grover.

Tony Esposito has returned to work after serving three years in the Coast Guard. Tony saw much of the good old U. S. A., and also part of France. He is back in the groove now and fit as a fiddle.

Lem Seale is also expected back in the near future. He has been discharged from the Army after three years of service and is now resting at his estate in High Bridge.

It has been reported that Pat Ward spent his vacation on a Dude Ranch. Is that so, Pat?

Agnes St. John was recently run down by an automobile. She is back to work, however, with many black and blue marks.

On Sept. 6th at the Henry farm near Trenton, John Patrick and his committee of Wilbur Spencer, J. F. Evans and Bob Simon put the Bridge Division thru the lively paces of another successful outing. Fred Dileo emerged as the Tether Ball champion demonstrating a dash and versatility usually associated with professionals. Morris Goodkind and John Patrick won an uphill battle in the quoit tournament from a large field. Chester Smith won the door prize. Refreshments and tasty eats completed the menu and cards helped round out the evening. Those attending were Morris Goodkind, J. J. Sheenan, C. P. Smith, R. B. Titsworth, F. C. Dileo, W. H. Spencer, G. A. Hefferman, R. E. Simon, H. W. Leferson, J. F. Evans, Jr., J. J. Krieg, M. Ludasy, . . . Koffler, C. Appleton, C. D. Weller, P. Gabrenas, S. M. Rankin.

BRIEFS: A. H. Stetser currently assigned to flood damage repairs on the Lopatcong Creek Bridge, Route 28-24 Conn. . . Moffett Field, Calif., officer promotions include Lt. Comm. F. F. Hunter to Commander. Fred hopes to enjoy Trenton in November. . . Seen at Keansburg, J. F. Evans; at Ocean Grove, Chester Smith; at Asbury Park, C. M. Fox, G. A. Hefferman, Juan Delgado; at Atlantic City, Stae Kanyuh.

Johnny brought home his report card and a note from his teacher. "Dear Mrs. Blank," the note said, "Johnny is a bright boy, but he spends too much of his time with the girls. I'm trying to think of some way to cure him."

Mrs. Blank studied the note, then wrote the teacher: "Dear Miss Scruff: If you find some way to cure him, please let me know. I'm having the same trouble with his old man."

L. C. Petersen preparing nominees for the Bridge Division Annual dinner and election of officers at Cranbury Inn, Oct. 23.

EQUIPMENT ITEMS

JAMES O'ROURKE

Congratulations to Mr. and Mrs. John Geoghean on their 44th Wedding Anniversary which they celebrated on September 5th.

Sgt. Jack Boulden writes from Manila of a close call from death aside from actual warfare. While sleeping in tents one night a deadly snake entered and attacked a fellow soldier with fatal results. Having been pals and tent mates for over 3 years, Jack naturally felt the loss of his comrade in arms very deeply.

Louis Verok wearing a big smile while showing his son Art who arrived home with 131 points plus a discharge and citation received for service in Europe with the U. S. Army.

Here's wishing a speedy recovery to Mrs. Frank Hutchinson, wife of Jack Stanley's chauffeur, who suffered a severe fall at her home recently.

After paying rent for 16 years, Joe Thiel finally decided he liked the house he lived in and bought it. He is now a full fledged property owner and is assuming all the responsibilities that go with it.

Bill Lawler, Core Drill Operator, is spending his vacation attending the Moose Convention as a delegate from the Burlington, N. J. Lodge.

While reading the pictorial page of the Newark Ledger dated August 30th, Patsy Rimo, Equipment Operator, came across a group of New Jersey boys stationed at Guam and among them was his only son, Sgt. John P. Rimo, of the U. S. Army Air Force. Wearing a nice coat of tan, Sgt. Rimo looked in the picture of health which was very good news to both Mr. and Mrs. Rimo.

Sympathies of everyone at Fernwood are extended to Jack Brower, Auditor, on the death of his mother who passed away at her home in Cleveland recently.

Maintenance Notes

—GENE BECKNER—

It is a pleasure to welcome back to work our boss, Alex Muir. Suffering from a generally run down condition, he was forced to the side lines early in August. After a brief sojourn at his home in Trenton, he trekked northward to his summer cottage at Culver's Lake. He returned to work September 4th looking much improved and is now back in harness. During his absence the Division's activities were in the capable hands of Fred Woodruff.

Sgt. Jack Lloyd, formerly landscape foreman in the Trenton area, sends his regards from Okinawa. Jack's outfit, Btry. A, 388th A.A.A., was among those in the front lines closest to the Japanese homeland when the Japs capitulated. We're waiting anxiously for his next letter—Jack promises it will be postmarked Tokyo.

Orville Hann, who works in Foreman Lew Whelan's maintenance crew, was operated on last month at McKinley Hospital, Trenton. He is progressing nicely and hopes to be back to work soon. He had better hurry for Mike Mullen sure misses him.

News of Capt. George McCann, formerly maintenance foreman on special assignments, came to us recently in an indirect way and as usual it was all good. John A. Farley, Construction Inspector, sends us word that his son, John Raymond Farley, is a member of Capt. McCann's outfit now stationed in France. To quote young Farley's letter: "We have been laying a lot of black top over here and Capt. McCann is in charge. He sure is doing a swell job. . . . The plant he has is not very large but he is putting out a lot of stuff."

Willard Matthews, who works for Foreman Pinkerton down in Monmouth County, returned to work recently following a siege with meningitis. We are glad to congratulate him on his excellent recovery. Another of our veteran employees who is back on the job after a lengthy illness is Howard Stout, of Foreman Jack Taylor's maintenance crew.

Tony Kuhn's jubilant mood of late is understandable. His son, Bill, is awaiting shipment back to the States after several years' service on a Navy PT Boat in the Pacific area.

Gerry Cahill vacationed recently in Canada, dividing his time between Montreal, where he stopped at the Mount Royal and Quebec. A better goodwill ambassador we couldn't have found.

Another recent vacationer was Phil Voss. Phil left the deluge of permit applications, encroachment notices, etc., that are his daily stint to his four musketeers—Warren Oldham, Johnnie Jones, Charlie Walklett and Gerry Cahill—and sought refuge at Meadow Lake up in Monroe County, Pennsylvania.

Charlie Williamson, who works for Foreman Jack Taylor, stopped in at the Trenton Office recently while on vacation and recalled to your correspondent his baseball playing days. Charlie umpired a lot of ball games in those days and is still at it, officiating occasionally in the Hunterdon County League. He assures me his eyesight has improved over the years. If he'll forgive me, as I remember it there were times when there was room for improvement.

Assistant Foreman George Libby with Nick Pendergast up Somerville way is still on the sick roll. His condition has improved some, and we hope soon to see him back on the active list.

Lt. Oliver A. Deakin, USNR, visited the office the other day and it was learned that he is now on terminal leave and will be out of uniform shortly. He expects to resume his duties as Landscape Engineer some time during the latter part of October. With a great deal of increased activity developing in the Landscape Division with the war's end, Bob Green will welcome his return.

Definition of the month: Imagination—something that sits up with a woman when her husband comes home late.

Ten Year Club Outing Held

Annual Dinner Scheduled For November 19th

In contrast to the deluge which greeted last year's outing, sunny skies looked down on Plaag's Grove near Trenton, Saturday, Sept. 22nd, and some 150 members of the Ten Year Club enjoyed the first fall outing held by that organization. Softball, quoits and some short-lived volley ball were played, but the customers for the most part spent the day eating, thirst-quenching, and in conversation and cards.

Joe Henry's softball aggregation had the situation well in hand until late in the impromptu game when a weakness developed in the right side of their infield (particularly around 1st and 2nd base) and Bill Howell's challengers claimed the decision.

Honors in the quoit tournament were carried off by Walt Riemann and John Leadem, of the Equipment Division, who defeated Andy Brown and Ed. McCordle, Administration, in the final match 31-28. Other semi-finalists in a field of forty were Chris Kucker and Jackson Uhler, Harry Hall and Mickey Murda, and "Shorty" VanSant and John Seaman.

Some 64 of those in attendance won cash prizes as their ticket stubs were drawn from the ticket box. Major Herman Meury, USA, just back from overseas, and Chief Electrician's Mate Richard Goldy, USN, were guests of the Club.

Ralph Evans and his party from Cape May way had the distinction of traveling the greatest distance, although all of the 21 counties seemed pretty well represented. Nick Pendergast, Alex, and Thos. Fischetti, Mariano Marchettini, and Frank Venute from over Somerville way were among the early arrivals. Bill Baker, Johnny Madden, Joe Hunt and Tom Martin closed the place up under the lights at about 9:30 P. M.

Gene Beckner, chairman of the committee in charge wishes to thank all of those committee members — Tony Kuhn, Earl Storer, John Patrick, Jim Tuozolo, George Cubberly, Bob Simon, John Madden, Joe Hunt and President Bob Martin for their generous aid in making the affair a success. Special mention, too, goes to Clarence Scales, Mike Lesnak and Wilbur Spencer, without whose assistance any outing would be at great loss. Clyde Case, as usual, did his tough stint at the gate collecting tickets and dues. It is hoped that all of the club members appreciate the interest that Clyde takes in the Club's activities and the volume of work involved for him.

Plans are well underway for the annual dinner which will again be held at JACK FOWLER'S GENEVA INN ON MONDAY NIGHT, NOVEMBER 19th. Tickets will be available soon.

Difficult Repairs Undertaken

(Continued from Page 1)

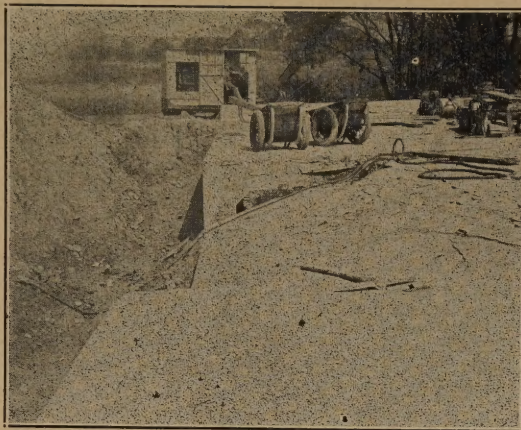
18 feet of fill on top of the structure was badly damaged and the stream bed gouged out to a depth of 12 feet, so that the footings of the bridge, which formerly were approximately 6 feet below the stream bed, were completely exposed and undermined to a depth of from 3 to 6 feet. The stream bed is now approximately 19 feet below the deck of bridge, so that as the first operation it has been necessary to place new concrete footings underneath the original footings.

In addition to the damage to the abutments and piers, a portion of the main deck on the northern end of the center section has dropped as a result of the undermining of the foundation. It will be necessary to cut this portion of the bridge out completely and replace with new construction. This damage is shown in the first of the series of three pictures.

The final steps will be to construct concrete struts between the footings and to reinforce part of the deck, which is rather badly cracked, with a 14 inch reinforced concrete slab. The stream bed will then be restored to its original level which means placing a 12 foot rip-rap fill over almost the entire width of the stream. Another fill of approximately 18 feet will then be placed on the bridge to raise the roadway to its original level.

To carry out this construction

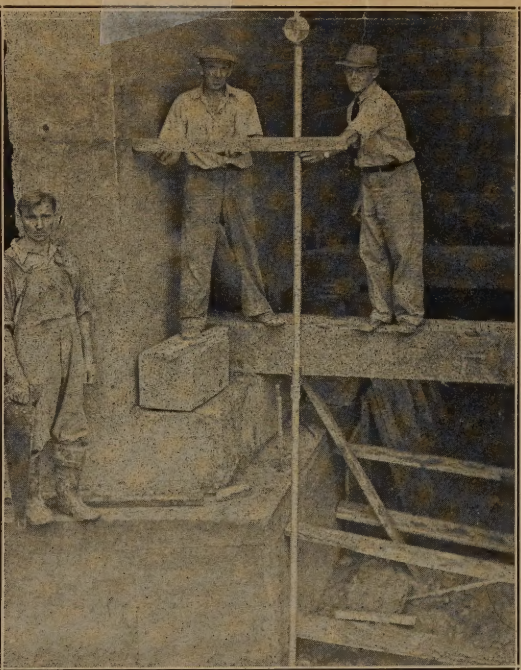
CLOUDBURST DAMAGE



Western End of center section (showing dropped portion resulting from undermining of foundation.)



General view looking south. Flume shown on left. (Note height of fill to right.)



Indicating height of former bed of stream approximately 7 feet above bottom of old footing. Art Stetser holds level rod.

the bridge site had to be unwatered. The coffer dam and the flume carrying the water past the bridge is shown in the second picture of the series.

The contract for the repair work is held by the Ell-Dorier Contracting Company, of Irvington, N. J., and work is expected to be completed in November of this year. Department representatives on the job are Bridge Inspector Arthur Stetser, who is shown holding the level rod in the third picture of the series, and Charles Kuhn, representing the Cost Accounting Department.

A certain worker in a plant was almost invariably tardy in the morning. His foreman finally took him to task. "Jim," he asked, "how is it that you are always late? You live right next to the plant. Tom, over there, who has to travel quite a distance is always on time."

"Well," said Jim reflectively, "if Tom's a bit late in the morning he can always hurry, but if I'm late, I'm here.—The Woman."

Your M. C. presents— THE LADIES... Bless Them

Ladies, prithee lend an ear
To the tale we have to tell you.
We can print but what we hear
And but items that concern you.
While we'd like to bring you
fashions,
Speak of shows, or art and
books,
Bring to print the gentler passions,
Discuss with you a B. G.'s looks;
We have rules and regulations
By which we must need comply,
In your trials and tribulations
Or "personal" we do not pry.
Thus restricted, we appeal
For items, whether large or
small,
And for that which you reveal,
May we thank you—one and all?

From overseas, Bernadetta Johnson recently received seven wrist watches from her brother. A market for these watches would be Vienna, where, it is reported, the Russians are paying anywhere from five to seven hundred dollars for them!

On his way home from the Philippines is Jean Anderson's husband.

On the road to recovery is Josephine Cintia who has undergone an operation and is now at home and reported to be doing nicely.

Peg Anderson, Helen Tallon and Pauline Wieland find lunching at the Heidelberg a very pleasant repast.

Vacationing . . . Eleanor Ellston spending some time in the New England States . . . Flo Miller motoring in the same direction . . . Theresa Ryan on a farm in Tarrytown, New York . . . Ruth Moran at Brandt Beach.

Welcome to Bertha Fisher who is substituting for Marion Heister in the office of THE HIGHWAY. Marion is still on the absent list due to the serious illness of her mother.

'Bye now.

Construction Program

(Continued from Page 1)

low. At this time Route 100 is awaiting final approval of alignment by Federal authorities, after which plans will be rushed to completion.

When contracts for the eight projects listed above are awarded it will bring the present highway construction program from VE Day, May 8th, to \$6,920,494. At present 12 projects are under way with funds available for their completion costing \$2,638,494. These projects now underway include:

Completion of the Absecon Thoroughfare Bridge.

Completion of the Phillipsburg Road and Overpasses.

Completion of the Brigantine Bridge in Atlantic County.

Abutments for the Passaic River Bridge, Route 25M between Newark and Harrison.

Completion of an access road from Earle to Asbury Park, Monmouth Co.

Repair to Route 28 bridge, recently washed out in Warren County.

Storm drains on Route 6, Bergen County.

Widening of McCarter Highway, Route 21, Newark.

Replacement of bad slabs in Route 25 in Hudson and Middlesex Counties.

Repaving of Nassau Street, Princeton, Route 27.

Repairing bridge approaches on Route 35, Monmouth County.

Commenting on the program Governor Edge said:

"Naturally I am very pleased to be able to authorize through Highway Commissioner Miller this \$4,000,000 new highway construction program during the present road building season.

"In this way these projects will provide a very substantial amount of employment during the first months of the reconversion period until the Legislature meets next January and a long-range program can be adopted.

"It demonstrates once more how well prepared the New Jersey State Government is to cope with the transition from war to peace, without any need for a special session of the Legislature."